



Early Journal Content on JSTOR, Free to Anyone in the World

This article is one of nearly 500,000 scholarly works digitized and made freely available to everyone in the world by JSTOR.

Known as the Early Journal Content, this set of works include research articles, news, letters, and other writings published in more than 200 of the oldest leading academic journals. The works date from the mid-seventeenth to the early twentieth centuries.

We encourage people to read and share the Early Journal Content openly and to tell others that this resource exists. People may post this content online or redistribute in any way for non-commercial purposes.

Read more about Early Journal Content at <http://about.jstor.org/participate-jstor/individuals/early-journal-content>.

JSTOR is a digital library of academic journals, books, and primary source objects. JSTOR helps people discover, use, and build upon a wide range of content through a powerful research and teaching platform, and preserves this content for future generations. JSTOR is part of ITHAKA, a not-for-profit organization that also includes Ithaka S+R and Portico. For more information about JSTOR, please contact support@jstor.org.

Waterways and Water Transport in Different Countries; with a description of the Panama, Suez, Manchester, Nicaragua and other canals. By J. STEPHEN JEANS. New York and London, E. and F. N. Spon, 1890. — 8vo, xx, 507 pp.

Whatever the shortcomings of Mr. Jeans's books, he generally succeeds in making them interesting; and this is no exception. He writes on a subject where the public desires information. He has collected within the limits of a single volume what previously had to be sought in half a dozen different works, some of them not easily accessible. He first describes the navigable rivers, canals and projected canals of Great Britain; then those of France, Germany and other parts of Europe, and lastly those of America and India. Next, he takes up the history of ship canals; and finally he discusses the conditions of the working of different waterways and their bearing upon the transportation problem. The information is not quite so well digested as one could wish; matters of present importance receive in some instances no larger space than those of past history. Nor is the arrangement such as to conduce to the clearest discussion of the various problems. The chapters on "Railways and Canals" and on the "Comparative Cost of Water and Land Transport" precede that on the character and density of canal traffic. As a result some things have to be said twice which might as well have been treated all at once. The whole matter of density of traffic is looked at in a curiously superficial way. Mr. Jeans obtains his figures, not by dividing ton-mileage by mileage, but by dividing tonnage by mileage, which gives an almost meaningless result. For instance, 18,000,000 tons pass annually up the Thames. It would be supposed therefore that the density of traffic on the Thames was 18,000,000 tons a year. Not so, according to Mr. Jeans; the Thames is 18 miles long and therefore the density of traffic is 1,000,000 tons. When this system comes to be applied to the canals of France, the result is that the shorter the canal, the greater the apparent density of traffic, even when exactly the same amount goes over the long one as over the shorter.

Equally unsatisfactory is the treatment of questions of comparative economy of railroad and canal traffic. This is the more disappointing because the author understands perfectly well what factors enter into the question. He is not one of those canal enthusiasts who think that it is fair to compare the operating expenses of a canal with the total expense of a railroad. He recognizes that speed is an important element to the public, and that, other things being equal, the public is ready and ought to be ready to pay more for transportation by rail than by water. But when he comes to compare the amounts actually paid or prospectively necessary, instead of a careful analysis of figures, we have a perfectly

haphazard collection of estimates. He quotes, almost in the same breath, Alderman Bailey's speech at Manchester, where the charge for water transportation is estimated at one-sixtieth of a cent a ton-mile, and other figures placing it at ten or twenty times that amount. He cites without censure a French report in which the whole treatment of the subject is based on the assumption that railroads cannot possibly carry coal at less than a cent a ton-mile. He even goes so far as to estimate by a curious process of reasoning that the United States railroads receive an average of more than a dollar a ton on all the coal they carry; a statement which many of our railroad managers would be glad to see substantiated. The question of relative economy of the different methods of transportation is one of really great importance, and the absence of any thorough or scientific treatment of the evidence must detract greatly from the value of a book of this kind. It will be of use rather as a popular compendium than as a means of influencing public opinion on the questions with which it deals.

ARTHUR T. HADLEY.

Child Labor. By WILLIAM F. WILLOUGHBY, A.B., and Miss CLARE DE GRAFFENRIED. Publications of the American Economic Association, Vol. V, No. 2. — 149 pp.

This publication of the American Economic Association consists of the two essays on "Child Labor" between which was recently divided the prize offered by Mrs. John Armstrong Chanler (Amélie Rives). The two differ widely in scope. Mr. Willoughby deals with official returns of national and state labor bureaus, the census of 1870 and of 1880 and the reports of the eight states that possess factory inspectors. A brief outline of English legislation is given, with a good tabular summary of the present restrictions on child labor in the twenty-one American states that have any kind of legislation upon the subject. Unfortunately the paper had to be written before the returns of the present census could be had. It is claimed by Colonel Wright that the census of 1870 was so defective that any statement of an increase of child labor based on a comparison between it and that of 1880 must be received with great allowance. Mr. Willoughby frankly admits the lack of as full information as might be desired, but shows that many indications point to a lamentable increase in the labor of children between ten and sixteen years of age outside of a few states like Massachusetts, New Jersey and New York, where factory legislation is fairly enforced. In an interesting chapter on the "Political Economy of Child Labor" the position is well taken that instead of simply preventing the work of children under the age of fourteen and compelling their attendance for twenty weeks in the year at school, which is all that even the most advanced states now